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PART I

IMPORTANT GOVERNMENT ORDERS

LOCAL SELF-GOVERNMENT SECRETARIAT

Communications issued from Government Offices should bear the names of signing officers, typewritten or in block letters below the signature.

OFFICIAL MEMORANDUM.

ORDER No. M. 16751-900—G.M. 47-51-1, DATED BANGALORE, THE 19TH DECEMBER 1951.

Government observe that in spite of repeated circular instructions that every officer should sign his name legibly, communications bearing illegible signatures are still being received in the Secretariat and in the offices of the Heads of Departments. It is, therefore, directed that in future all typewritten communications issued from Government offices should contain the name of the officer signing the communication, typewritten in brackets below the signature. All communications issued in manuscript should bear the name of the officer signing, written in block letters in brackets below the signature.

Any case of infringement of these instructions may be reported to Government for taking disciplinary action against those responsible.

By Order of His Highness the Maharaja,

K. BALASUBRAMANYAM,
Secretary to Government,
Local Self-Government Department.

Reviews the Administration Report of the Mysore Government Road Transport Department for the year 1950-51.

READ—

Report on the working of the Road Transport Department for the year ending 31st March 1951, received with letter No. M.R.T./—3380—51-52, dated the 19th October 1951, from the General Manager, Road Transport Department.

ORDER No. T. 5770-72.—R.T. 68-51-4, DATED BANGALORE, THE 21ST DECEMBER 1951.

Recorded.

2. Sri N. Puttarangaswamy, B.Sc., continued to be the General Manager till the 11th December 1950, when Jan. A.S. Khalcel, B.A., B.L., succeeded him.

3. One Chevrolet pick-up van, one station wagon and one second-hand motor car were purchased during 1950-51. The proposal to purchase 30 Chevrolet buses in addition to the existing 150 buses was under consideration.

4. As some of the services were not remunerative they were suspended temporarily. A number of buses had to be put under major repairs having done heavy mileage. There were 158 services only in operation as against 170 during 1949-50.

5. The total mileage performed daily by all the vehicles including diesel buses was 13,388 (13,345). The average quantity of petrol consumed daily was 1,037 gallons (1204·4) and the distance covered by petrol buses was 11,282 miles per day on an average. The performance of petrol buses was 10·88 (11·067) miles per gallon.